

## DEATH OF PROF. SAMUEL S. SANFORD IN NEW YORK

AS SON OF LATE HENRY SANFORD, ONCE  
PRESIDENT OF ADAMS EXPRESS COMPANY,  
AND INHERITED GREAT WEALTH

Became Famous as Pianist and Was Known Among the  
Musicians of the World—Was in Sixty-first Year and  
Is Survived By Son and Daughter.

Prof. Samuel S. Sanford, a man of great wealth, and a pianist of splendid ability, known in the select musical circles of the world, died at his home, 50 West Fifty-second street, New York, at 4 o'clock, this morning, the sixty-first year of his age, of a complication of diseases, which began something more than a year ago, while he was abroad, in an attack of gout.

He was the son of Nancy Judson Lockwood, the daughter of a noted Stratford family, and of Henry Sanford, once president of the Adams Express company, the greatest organization of its kind in this country.

Henry Sanford was the grandfather of the late Aaron Sanford, of New York, who was a small boy, and once enjoyed the distinction of being high sheriff of Fairfield County.

Prof. Sanford was an only son. He was born, March 15, 1849, in the little house on Cannon street, that stood near the present Post Office Building. From there, when a small boy, he removed with his father to the house owned by his uncle, Dr. Simons, from whom he took his middle name. The site of this house is now occupied by the great business building principally used by the Howland Dry Goods Company.

A little later Henry Sanford built the large and handsome home which stands in spacious grounds on Washington avenue. This property was inherited by Prof. Sanford, with the balance of his father's large estate. In this home he spent much of his life, and from it he will be buried, perhaps on Saturday, though the date of the funeral has not been fixed.

Prof. Sanford's education was largely obtained under private tutors. He never displayed a special fondness for business, or for books. All of his talents were concentrated upon music, and in his chosen field he attained a distinction which rarely comes to an amateur, especially to a wealthy amateur. He studied both at home

and abroad and one of his teachers on the piano was Rubenstein. He played with famous musicians in most of the countries of Europe. He was intimate with most of the men who have been numbered among the musical princes of the world in the last 30 years. Among those who were his friends were Rubenstein, Paderewski, Theodore Thomas and the Damrosches. Paderewski he once entertained in his home in this city.

For a time he accepted a professorship in the music department of Yale University, with which he had since always been connected, though on account of ill health he had not been able to do active teaching for a number of years.

But he always displayed a most active interest in the success of the department and his gifts to it were generous. Because of his musical genius and his work at Yale and the music department of Yale he was given a degree by the university, of which he was justly proud.

During the last few years of his life, even when not in good health, he assisted in founding a musical institute in New York city of which Prof. Damrosch is the head. Mr. Sanford was one of a number of wealthy men who contributed liberally to finance the institution.

He was throughout his life a patron of music and many struggling young musicians have been generously helped by him to a musical education. His generosity in this city and elsewhere has also been evident in other ways, although his benevolences were always quietly administered.

He inherited the bulk of his father's property, whose fortune amounted to several millions, and was one of the largest property owners in Bridgeport. He is survived by two children, H. Sanford, of New York city and Mrs. George Sheffield of New London, and several grand children, one of whom he carries his grandfather's name as Samuel S. Sanford, second.

Two of his uncles, Jesse L. Sanford, and John S. Sanford, are still residents in Bridgeport, also an aunt, Miss Julia H. Sanford.

Among the property owned by him is the building occupied by the Howland Dry Goods Co., of which corporation he was a member, and one of its directors.

## IMPORTANT DEPARTURE

Boys Club to be Developed  
Along Educational  
Lines.

Of a Nature Entirely Different From at Present in  
Vogue—The Plan in View

The state's trade school which is to be opened shortly in John street is not to be the only school of its kind in the city for the incorporators and directors of the Bridgeport Boys' club at their annual meeting and banquet on January 14 at the Stratford will make plans for the institution of classes in the English branches and light trades at the club house at Gold and Middle streets.

The management of the club feels that the multitude of boys aged 14 years and 15 years who are wage earners and menial workers should have more schooling in reading, writing, arithmetic, and geography. As for the light trades, so-called, the work will probably be advanced kindergarten work in instructing the members in wood and metal working.

In addition to the institution of the school the directors will consider a request of the West End Boys' club for consolidation. The West End organization which has grown rapidly and is established for the same purposes at the older institution feels that it needs the protection and help of the down town club.

There is also a great need for a club in the East End and if the West End club is taken over the wing of the older organization the matter of another branch in the East End will be considered.

The officers of the organization are President Thomas P. Taylor, Vice-President Henry A. Bishop, Second Vice-President Frank T. Staples, Secretary J. H. Crossley, Treasurer Herbert B. French. There are 29 members of the board of directors including the officers and it is understood that the majority are in favor of broadening the work which in the past has kept up a club house for the boys, with a gymnasium, games, library and occasional entertainments.

## FAMINE IS RESULT OF BLIZZARD

AMBULANCE UNABLE TO ANSWER  
HALF THE CALLS FOR  
INJURED PERSONS.

NO RELIEF FROM ZERO WAVE  
WHICH HAS BEEN SWEEPING  
NORTHWEST FOR 36  
HOURS.

(Special from United Press.)  
Minneapolis, Jan. 6.—The spectre of famine is stalking through the northwest as the result of the blizzard which has been sweeping that territory for 36 hours. From interior points today came long delayed reports of dead, injured and dying.

Piled snow and defective rails have crippled the railroads, particularly throughout Iowa. Reports from Dakota towns are not sure of sufficient stores of coal and provisions and cattle on the western ranges from the gulch northward through Nebraska, the Dakotas and Canada are reported dying by the hundreds. They lack feed, shelter and care.

A despatch from Winnipeg says the body of Andrew Coleman was found frozen solid under a tree near Darwin, Man. On Saturday he and a man named Bailey started to walk to town. On Tuesday Bailey was found badly frozen and in a semi-conscious state. He could tell little about his wanderings, but it was learned that Coleman had left the camp. A posse found Coleman's body.

Five men were injured in a wreck on the St. Paul & Twin Brooks eight miles west of Millbank, Sunday, where freight train No. 98 was hit by a west bound snow plow.

A despatch from Huron, S. D., says Woolsey, Broadland, Yale and Virgil report no hard coal and very little fuel of any kind. Cavour, Wessington, Alpena and Hitchcock have no coal. A few tons of soft coal and no other fuel.

The entire Kaw river valley is under nearly two feet of snow and it is feared the roads will be blocked and a fuel famine will ensue. Reports from southern Minnesota, northwestern Iowa and Wisconsin points continue to indicate a coal famine. The roads which generally feed these places have been unable to move any freight.

The St. Paul road has abandoned all traffic west of Prairie Du Chen, Wis., it is reported.

Deaths and Funerals.  
Mary A. infant daughter of Daniel and Rose O'Neill, who died at the home of its parents, 723 Railroad avenue, yesterday, was buried this morning in St. Michael's cemetery. The parents have the sympathy of a large concourse of friends in their bereavement.

# NET EARNINGS OF THE TROLLEY LINES INCREASE HALF MILLION IN A SINGLE YEAR, BUT SERVICE WORSE

HOW TROLLEY ROADS OF CONNECTICUT  
EARNED MILLIONS FOR THEIR OWNERS

The report of the Railroad commissioners, yesterday, given to the public, furnishes the key to the miserably inadequate trolley service in this city and throughout the state. This report shows that while the companies carried almost 5,000,000 fare passengers in excess of the number carried in 1908, yet they used to do the work 697 fewer men, and employed, in the average, only 4,535 men altogether.

Other clues to the skimming process to which the traveling public is subjected are found in the statement of gross and net income.

The gross income increased since 1908 by but \$292,000. But the net income increased \$552,000.

More than two cents of every five cents received in fares was net income.

Of the total gross income, more than 40 per cent. was net income.

The list of killed and injured speak eloquently of conditions which the patient Connecticut public, robbed by its own servants, brow-beaten by its own corporations, and sandbagged by the state, have now borne for many years.

The report of the railroad commissioners shows that there are 951 miles of trolley track in Connecticut, including switches and turn outs. There are 754 miles of first main track. Then there are 157 miles of second main track.

Most of this mileage is either owned, or controlled, by the New Haven Railroad and operated by the Connecticut company.

The Connecticut Railway and Lighting company represents 161 miles of single main track. It is leased for 999 years by the railroad. The rental in 1914 will be \$1,500,000 per annum, or more than the entire cost of running the city of Bridgeport is at the present time.

The capital stock outstanding of the trolley roads not owned or controlled by the railroad is \$4,370,000. The bonded indebtedness is \$3,605,000. The above bonds and stock represent 168 miles of single track with all equipment.

The bonds of the Connecticut Railway and Lighting company are \$13,465,000 and its stock \$17,120,000, a total capitalization of more than \$30,000,000. This capitalization represents but 161 miles of single track. This capitalization also represents some small gas and electric light plants operated by the railroad, through the Connecticut company.

Some 424 miles of single main trolley track are owned by the railroad. This ownership practically obscures or hides the capitalization upon which the public is required to pay interest and dividends. It is, however, enormously great.

The gross earnings of all trolley companies in Connecticut for the year were \$7,610,000. The net earnings for the year were \$3,100,000, an increase of \$552,000 over 1908.

In every five cent fare taken in there was a profit of more than two cents.

The gross earnings increased but \$292,000 over 1908.

But the net earnings increased \$552,000.

The number of fare passengers carried was 143,386,515.

This was an increase over 1908 of 4,855,000.

Yet the number of employees who did the work decreased 697.

The total average number employed was but 4,535.

Thirty-nine persons were killed by the operation of the lines.

The number injured, but not killed, were 1,437.

In eight years the number of annually killed has increased three times and the number injured by trolley lines has increased six fold.

## DOOLEY SUCCEEDS COUGHLIN IN CITY COURT POSITION

PATROLMEN UNDERGO REGU-  
LAR BI-MONTHLY CHANGE  
OF DETAIL.

Superintendent Birmingham to Be  
Given Free Rein in Assignment of  
Police According to Ideas of  
New Administration.

The regular bi-monthly change of police detail delayed since the first of the year, was posted by Superintendent Birmingham at police headquarters this afternoon. It goes into effect tomorrow. The most notable change is that of the assistant court officer, generally considered among the more desirable posts for policemen.

For two years Patrolman Joseph Coughlin, brother of Former Commissioner Coughlin has held this position. Beginning tomorrow he will be assigned to the night squad, and from 7

Report of Railroad Commissioners Shows that of Every  
Five Cent Fare Received More Than Two Cents Is  
Profit—Number of Passengers Carried In-  
creases 5,000,000, But Number of Men  
Employed Decreases 647

Situation in Bridgeport Discloses Fearful Array of Crip-  
pled Cars, Green Help and No Remedy in Sight—But  
Intake of Lines Is 50,000 Five Cent Fares Daily, or  
\$2,500 Every 24 Hours—Manager Chapman Struggles  
Against Pressure of Policy Which Takes Millions for  
Dividends on Make-Believe Capital.

"What is the matter with the local trolley service?" This is the question that has been on the lips of the traveling public for the past week, and particularly this morning.

A Farmer reporter looked into the matter this morning and found there are a multitude of conditions. Among them are the following:

Rain and snow play havoc with old motors and electrical equipment and this noon there were 47 crippled cars in the local barns out of a total of 115 cars.

Out of a total of 300 employees there are 130 green men who have been railroading less than five weeks.

Many of the men seem to lack the stamina to withstand the elements. On Christmas night when the snow was piling up and heroic service was needed to keep the lines open 20 new men walked into the office and said:

"The company can go to Hell. We did not hire out to work snow ploughs."

The company is operating the local lines with one-third of the number of cars it actually needs at the rush hours.

The company could use 200 cars before 7 o'clock in the morning and at 6 o'clock in the evening to carry the workers from the shops. As it is every car that will creep with one, or two, motors is pushed into service.

The company is losing a harvest in nickels that it could gather in if it had the cars and it is said the company realizes it to such an extent that another big order for new cars will be placed as soon as the twenty new cars now being delivered are finished.

The local car lines are taking in 50,000 nickels or \$2,500 a day and it is estimated that there are 20 complaints daily about the operation of the lines.

The present winter has been the hardest the Connecticut Co. has experienced since it took hold of the lines of the old Connecticut Railway & Lighting Co.

When the company took hold Bridgeport had only 50 closed cars, and the present management having increased the number to 130 is trying to care for them in the same space.

Many of the cars had to be repaired in the open until the snow came, and now when the snow has increased the number of crippled the repair work has to be indoors with no greater facilities than there was when there were only 50 cars being operated.

The giving out of the motors of the old cars has made the company short on regular cars to say nothing of providing the extras when the crowds are going and coming from work.

In its effort to keep cars running the company yesterday was obliged to run out five or six unvestibled cars

of the old open front type. The problem of getting men in Bridgeport to run the cars is due to the fact that the factories have been offering jobs to men where they get shorter hours six days a week. The trolleyman's job requires seven days' work every week, and the wages are not attractive.

Following the taking hold of the lines by the Connecticut Co. three years ago there was a tightness of the money market followed by the hard times which played havoc with the business on the Bridgeport lines. The riding dropped off 50 per cent.

Within the past six months the riding on the cars has been larger than ever before in the history of the lines. But little has been done to meet the increased traffic.

Cars from South Main street, Barnum avenue and State street extension bring in hordes of working men, women at night with the passengers (Continued on Page 2.)

UNCLASSIFIED  
5 ROOMS and bath room 24 floor No. 42 Elm street. W. H. Hartley, Room 307 Newfield Building. A 6 s \* o  
SEE DR. MANSFIELD, 201 Meigs building. He cures all diseases of the feet. Painless. No cutting. a \*  
OFFICE BOY WANTED. Apply in own hand writing. Box 258, City. A 6 s \* o  
FOR SALE.—Two fine new upright pianos with manufacturers' guarantee. Must be sold at once to settle claim. Address Pland, care of Evening Farmer. A 6 u \* o  
LOST.—Certificate No. 237 for seventy-five (75) shares of the Union Copper Mines Company. Reward for the return to Philip Glasner, No. 112 Main St. A 6 s \* o  
SQUARE PIANOS \$10 each to make room. The M. Steinert & Sons Co., 915 Main St. A 5 u \* o  
WANTED.—Men to enlist in Eleventh Connecticut National Guard. Apply at Armory evenings after 7 o'clock. A 5 d \* o  
WANTED.—Experienced furniture man. Glasner Furniture Co., 1192 Main St. A 5 s \* o  
WANTED Men to cut ice at Beardsley Park Pond Friday morning at 7 o'clock. Jan. 7, 1910. Naugatuck Valley Ice Company. A 5 b \* o  
LOST.—Monday, Jan. 3, bunch of keys in West End. Reward on return to Beardsley Bros. store, corner Seelye and Hanover Sts., City. A 5 b \* o  
ENGINEER WANTS POSITION. Engines, boilers, dynamos, pipe fitting, repairs, etc. Address Engineer, care of the Farmer. A 4 s \* o  
NOTICE.  
A delegation to attend the funeral of Brother Brooks of Fourth St. Unity Circle No. 3, B. of A. will meet at brotherhood hall 181 State St., Friday morning at 8 a. m.  
B. S. SKELLY, H. S. K.  
CARD OF THANKS.  
I hereby extend by sincere thanks to my friends and relatives, especially to the Relief department of the East End plant of the A. T. & S. Co., and others who sent floral tokens and helped in any way to lessen the sorrow that came to us in the death of our beloved husband and father.  
MRS. J. H. McMAHON and Family.  
NOTICE.  
The members of Truskab Lodge No. 16 Danish Sisterhood are requested to attend a special meeting Friday 2:30 p. m. at Pioneer Hall corner Main and Elm street to make arrangements for the funeral of our late Brother Hans Iversen.  
Per order.  
MARIE BERTHESEN, Pres.  
CHRISTINE PETERSEN, Sec.

## FROM SLEEP TO DEATH BY ASSASSIN'S HANDS

Shocking Daylight Crime Accredited  
to the "Black-Hand."

(Special from United Press.)  
Chicago, Jan. 6.—The boldest black-hand murder in the history of Chicago was committed after daylight today when three men entered the home of Benedetti Cienni, a rich Italian merchant, and while one held up his wife at the point of a revolver, the other two shot Cienni to death as he slept in his bed. The murderers escaped.

Cienni was 65 years of age and for years had been a prosperous dry goods merchant in the Italian quarter. Early today Mrs. Cienni was awakened by the ringing of the door bell of their house, which adjoins Cienni's store. She went to the door and was confronted by three strange Italians. They said they wanted to buy some gloves and slipped into the house.

As Mrs. Cienni started to awaken her husband one of the men pointed a revolver at her head and told her he would shoot her dead if she made an outcry. His two companions stepped quietly into a rear bedroom where Cienni was sleeping and closed the door. A moment later Mrs. Cienni heard two shots and then a third, and the two men quietly emerged from the bedroom, each carrying a smoking revolver. The third man joined them and they left the house at once.

When Mrs. Cienni went to her husband's bedroom she found him dead with two bullets in his heart and one wound through his chest. Two years ago Cienni received a blackhand letter threatening him with death unless he turned \$5,000 over to an agent of the society. Cienni ignored the threat.

During the interval following he received several letters containing a threat. He ignored them all.

Behind the counter when the men entered and at the point of revolvers demanded that he turn over all the money in the place. Korn started to run from behind the counter and as he did so one of the men shot him in the neck. The robbers ran out of the place but the shooting and screams of the two women quickly attracted a crowd who overpowered the robbers.

Korn was removed to a hospital after he had identified the two men. He will probably die.

## SLIPPED ON WAY TO WORK FOUND DEAD IN GUTTER

Putnam, Conn., Jan. 6.—Miss Olive Leasure, 28 years old, a resident of Pomfret, and an employee in a local silk mill for the past 7 years, was found dead in the gutter in front of her boarding house on School street, this morning. Medical Examiner Kent was called and found that the woman had slipped on the sidewalk while on her way to work, was stunned, and rolling into the gutter, which was over-  
run with swiftly running water, was drowned.

Miss Leasure was known to be a great walker and whenever she could reach her destination about the never rode. A friend admonished her today to ride to work as the sidewalks were slippery, but she replied that "walking was her specialty."

Miss Leasure's body had evidently been under the water in the gutter for fully an hour before it was discovered by a passerby. The head was completely submerged, leaving little room to doubt that she had been drowned.